

CHAS. E. DURYEA
CONSULTING ENGINEER

3528 North 18th Street

PHILADELPHIA, PA. 31 Jan 1931

Dear Mr Thwing

A letter from Mrs Goowin, th good lady that sent me The Vermonter with Morey's house picture in it, (With my stuff in the Library drawer.) now says the publisher asks for the material to get out a small Morey leaflet to sel to the summer boarders "a large colony".

I went back with the suggestion that the leaflet be at least 20 pp of Franklin Journal size or its equivalent. That they be devoted to the men in my leaflet including the Museum as on the enclosed card.

That we wil dig up & furnish most ov the material, fotostats, & some written.

Also the cuts if they ar returnd to us.

For this we wud expect a number of free copies and can likely sel some.

The Museum Can do this at no great cost and if ya or we write th Museum's story it can be a BIG advt for the Museum. Please talk it over.

The Morey letter appears in Silliman's Jour for Oct 1826 and In Fr Jour of Aug same year. We hav the negativ of that longest letter. F I J p 115 -119 Aug 1826.

Some comments followed it and at least a shorter letter of Morey's. All these Can be found in the Journal indexes without much troubl.

Then Moreymade a "water burner." Water gas 50 yrs before Lowe.

I hav some hurried pencil notes on Morey. F I J p 19 Jan 1828. 1 Apr, 1826 p 368 p 252, Apr 1826. p 368 of Aug 1826.
6
& Am Jour of Science p 104, Oct 1826.

There is some anti-Brown (pro-Morey I think) p 31-2, Aug 13, 1823 (?) & p 94 Am Mechs Magazene

Also F I J p 206 Mar 1828. & Old Steam cars same issue p 187.

I think I mentioned Drake information. In Sci Am 1855, 10 Nov, p 69; 17 Nov p 77; 1 Dec p 95 & 8 Dec p 99.✓

Morey's water gas appears much later in a review but I hav not found my note on that

More when we meet

Duryea

THE UNIVERSITY OF CHICAGO
LIBRARY

1925

1925

N. B. To save space & time we use some shorter spellings.

The AUTO'S BIRTH

"Who made t first?" Custom crowns him who did it so early, wel & publicly that others folloed. "Father, leader & pioneer" imply this. By such test Chas. E. Duryea is "Father of t Am. Auto Industry." His products led. He bilt t 1st Am. gasoline vehicl; begun Aug, 1891 tested 19. Apr, '92; tuned that summer & done by Sep, '92. No crude job this. Duryea does better. He studied it years. His thesis, 1882, predicted "humming of flying-machines over all lands & Europe a half-day's journey." Can prophesy be closer? He trained for this. Selected t gasoline spark fired engin in '86; was a licensed engineer & consultant on a steam car in '88, an admitted expert.

He bilt t 1st cycl seen by him, t 1st ladies cycl, t 1st hammock cycl saddl, t 1st open base clincher tire wider than its rim, t 1st puncture seal liquid, t 1st gasoline engins in t world solely for auto use and was the 1st to fit them to boats. He saw how to bild for flight as 2 or more of his '97—8 design engins proved in planes 10 yrs later. In buggy & cycl work he knew lightness, knuckled axls, steerings, differentials, brakes, transmissions & gasoline engins. This thoroness made his 1st so good that t 2nd, with same body & front was identical except more power. What other pioneer duplicated his 1st? He publisht, 1891—4, monoplane pictures & flight facts. Plane makers pronounce them practical. His 2nd auto, America's oldest, is in Nat'l Museum, Wash'n, D C, gift of I M Uppercu of N Y Cy, a permanent monument to Duryea's lead.

These cars showed an auto market far above horse-outfits at prices merited by superior servis; so his brother Frank, hired Apr, '92, began t "Chicago Winner" Oct, '93, t world's 1st real auto. Finisht '94—5, t 1st on air tires, it gave fine servis that summer, won America's 1st contest, Chicago, Nov 28, '95, 1st prize \$2000, in 18" of snow crusted enuf to bear men & sleighs. Of 80-odd entries only 6 cud start,—3 foren, 2 electrics & Duryea. Only 1 other finisht, an Am-rebuilt Benz. "pusht many miles." Duryea led t world.

That fall 13 cars wer begun, advertising & fliers used, some sales, America's first, made in summer of '96. Some agents, a N Y Cy salesroom at 1784 Brdwy, a car daily heading Barnum's parade (& twice in t rings) with acres of bill-boards heralding t new vehicl for weeks in advance, brought it before America's millions & sowed t seeds of t present greatest industry. 4 Duryeas took all prizes, \$3000 at N Y Cy, May 30, '96; 3 times t cars shown by others at Providence, R I, Sep, '96; 2 winners by 70 min. in 52 miles, at London, Eng, Nov 14, '96, gold medal for beating Europe's best, wer further triumphs. No other approcht this wonderful record in a decade when every one KNEW "Electricity is t thing." Duryea led. He is THE great reason why we use gas cars today. In t 4 great contests mentioned with 160 entries there was no other U. S. pioneer. Carriage Monthly, Sep '96, p 188, said "Duryea Co has rightfully earnd its reward & stands today foremost in manufacture of motor vehicles." 3 times Duryea beat t foreners, once on foren soil—a record that stood 26 yrs. Proofs of t abuv if askt. Other records on both sides wer made 5 or more yrs later. A full decade of wonderful leadership, seldom seen.

Your frend will enjoy this. Pass it along.

STEPS U S is "Home of t auto."

76%, 27,000,000 here.

T causes of this ownersh.p led to its coming.

Honor this roll. They led to t present engin.

Help us find more ov Morey, Perry, Storm & Drake.

Samu'l Morey, U. S. Pat. 1 Apr, 1826; Brit. 5402 of '26. 2 cyls, 180° cranks, poppet valvs, carburetor, water-cool. some comp'n. Electric spark, also used by Franklin 1749.

C. G. Page, M. D.; jump coil 1838, years before Ruhmkorff.

Thos. Davenport, rotary armature elect'c motor, 1837.

S. Perry, May '44, 3597; Oct '46, 4800; Brit. 9972 of '43. air & water coold. Self start. Tube ignition.

W. M. Storm, Feb '51, 7922. Jump spark, dynamo, compression before ignition. Wher was Otto?

A. Drake, M D Apr '55, 12715; Began 1835. Sci. Am. Nov. '55. Brit 562 of '55. "Best" "Same as Lenoir's."

G. B. Brayton, begun '53. 6 U S pats; Brit 432 of '72. 2209 of '74 Eng'g Feb '77; S. A. May '76, p 339 Did he force Otto to bild better?

H. K. Shanck began 1884. 376212. Duryea followed.

But theze wer sporadics. Chicago Fair made REAL start. Advertized for exhibits, 1891-2. Gave needed prestige.

For comparison. Duryea, a schoolboy, began '76, Lernd boiler-battery defects. Choze gasoline, spark fired, in '86. Began continuous auto work Aug 1891. Sales in '96.

C. B. King, begun '93, ran 4 cyl car in '94. Detroit's 1st.

Haynes-App's'n, begun '93, tested Jul '94, rebilt "after 1895." Cycl wheels, boat engin, tube frame. A sale in '97.

R. E. Olds, Steam '88 & '92. Gas begun '94, ran '96. After 1900 became 1st in number & profit. Small car.

Alex Winton, begun '95, test Sep '96. Sale Apr '98.

H. Ford. Began quadricycl from drwg's Am. Mach't Nov '95 & Jan '96. Tested '96, tuned '97. 2nd began Dec '96.

Some others made attempts '92 & later but quit.

Some claim earlier dates without proof. Duryea has it.

U. S. had cheap fuel—turpentine & gasoline—long distances & scarce labor. These demand power. So t liquid fuel, spark fired, throttl'd engin came. Duryea masterd it, t 1st in t world designed & bilt especially for autos.

2 foren concerns took licenses to make Duryea cars. Thus U S taught Europe. No early U S maker copied Europe.

N. B. T Duryea Bros wer farm boys. Chas, 8 yrs older, choze mechanic work & became skild in wood & metal. He twice led Frank from t farm & pusht him rapidly from shop to shop. When other work called Chas from t auto, he hired Frank, who saw no auto future, to take his place, for more pay. He served wel & later bilt t Stevens Duryeas, 2nd to none to 1915. Illness stopt him. Chas stil works.

"Duryea gave us t float-level spray carburetor. It adapted t gas-engin to auto use." L S Clarke



EARLY AUTO: R. E. Olds Takes President Theodore Roosevelt for a Spin.

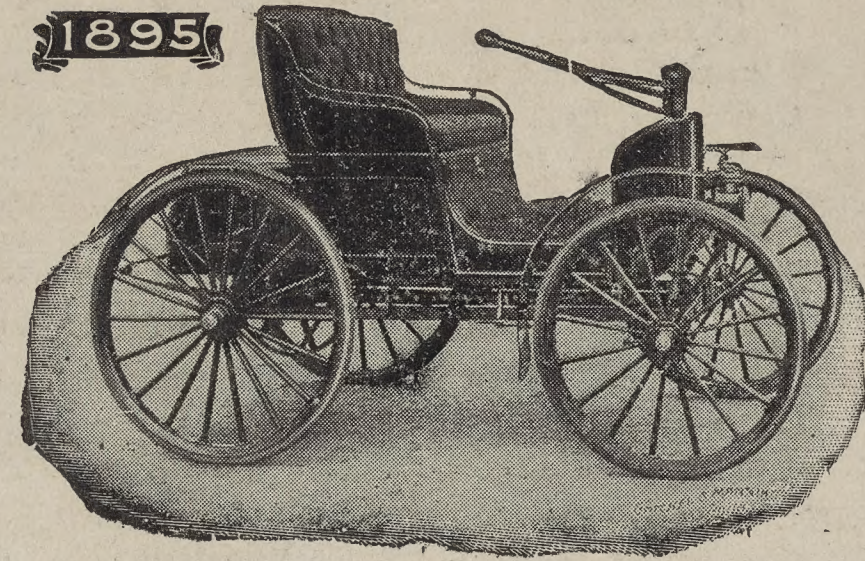
First American Automobile?

DURYEA, CHARLES. Auto engineer and claimant to the title of having created the first American gasoline car. L.S., one page, quarto, Philadelphia, 1931. A long interesting letter entirely relating to automobiles, concerning early engines, cars, and carburetors. With the letter is Duryea's printed pamphlet setting forth his claims. 2 pieces.

[42] \$10.00

The New York Winner

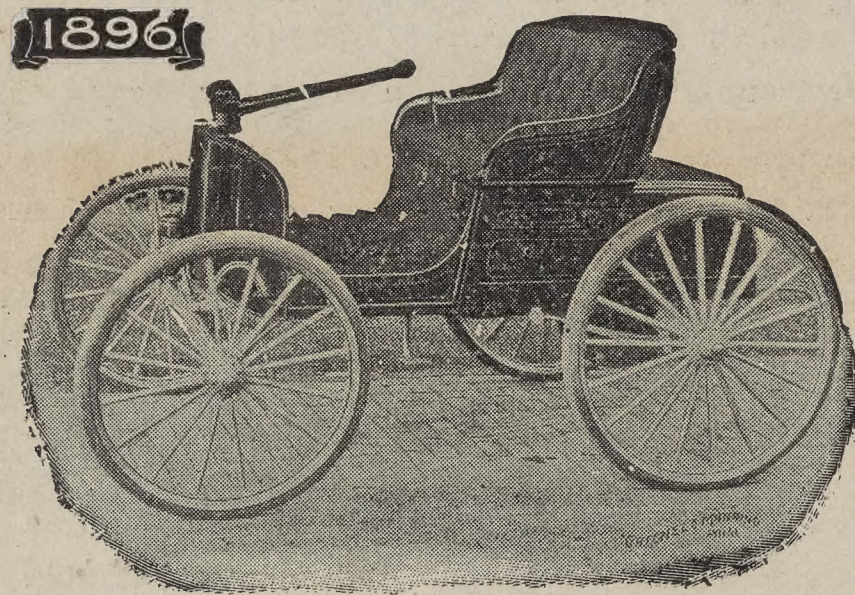
1895



More than a dozen of these in 1896. Four won America's second contest, \$3000, New York, May 30, 1896. No other American maker ran. Duryea's only cud climb t hills. Wher wer t others who claim "first"?

The London-Brighton Winner

1896



2 of these 1897 Duryeas won 1st British contest, gold medal, London to Brighton, Eng., Nov 14, 1896; by 70 min. in 52 miles. T best French racers with drivers wer there. For 26 years all others faild to beat best foren cars on European soil.

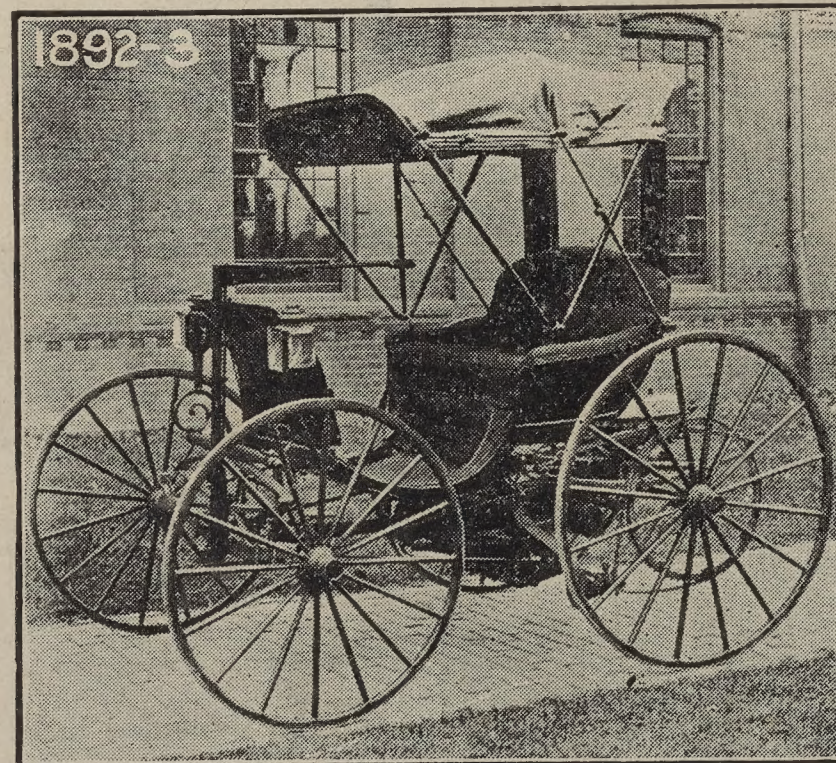
Following these came t 1897 model, mostly J Frank's design, t real start of t Stevens-Duryeas. & t 1898, 3 cyl. planetary model, easily t simplest best to 1903. 2 or more of its engins flew planes successfully.

Five Duryea Bros. U. S. Patents June, 1895, to August, 1897, all antedate t earliest patent to any other early American auto manufacturer. In patents, production & performance, DURYEA—He showed t way.

Chas. E. Duryea, Phila., Pa.

America's Oldest Gas Car

Over two years before any other American gasolene car.



Duryea's 2nd, bilt 1892-3. In Nat'l Museum, Wash'n D C. Duryea's 1st, 1891-2, was exactly same design but less power. No other pioneer duplicated his 1st car.

The Chicago Winner

"It was t world's first real auto."

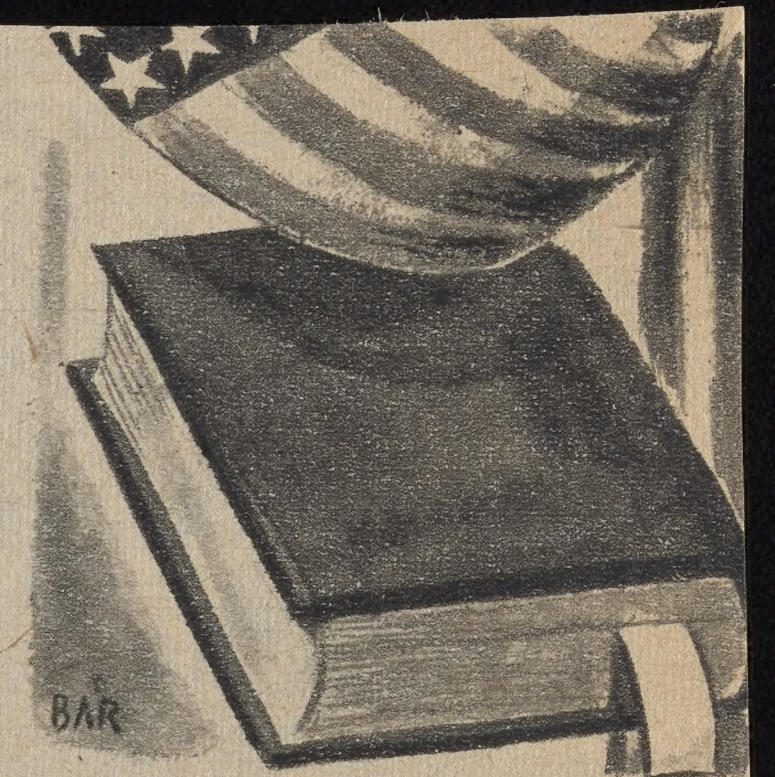


Duryea's 3rd, begun Oct, 1893, won America's 1st contest, \$2000. Chicago Nov 28, 1895. No other American gas car cud start. It combined for the first time all modern essentials.

Duryea Motor Corp., Philadelphia, Pa.

the symbol of the non. But in his age, that powerful voice (one of the most powerful in American public life) lost some of its sweetness but nothing of its strength. It became, therefore, consistently leonine.

Wise writes of his past not chronologically but systematically. He reviews his work as Rabbi, as founder of the Jewish Institute, the American Jewish Congress, the world Zionist movement, and as potent influence in American political life. A special chapter is devoted to



John L. Lewis: Turbule

JOHN L. LEWIS: An Unauthorized Biography. By Saul Alinsky. 376 pp. New York: G. P. Putnam's Sons. \$4.

By LOUIS STARK

THIS is a lively, dramatic and entertaining but somewhat uneven book about John L. Lewis and the absorbing events in which he has taken part since he stepped to the presidency of the United Mine Workers in 1920. Mr. Alinsky, a sociologist prominent in the Chicago Back-of-the-Yards movement, has had the advantage of many talks with Mr. Lewis, his daughter Kathryn

except for a few critical passages. Mr. Alinsky is somewhat blinded by the effulgent figure of his hero.

Historians will have a field day in seeking to evaluate various charges made public for the first time by Mr. Lewis.

Did President Roosevelt "double-cross" Mr. Lewis by first favoring the sit-down strike in General Motors and then later repudiate this by advising Gov. Frank Murphy of Michigan to "disregard whatever Mr. Lewis tells you" while Mr. Lewis listened in on a telephone exten-

AMHERST, JEFFREY. L.S., one page, New York, 1762, to Colonel Bradstreet. "As there is some clothing going to Niagara for the Jersey Company that remains there during the winter you will, on its arrival at Albany, give the necessary directions for forwarding up the Mohawk. As Capt. Johnston is going to command that company, I conclude he will apply to you for assistance, and send this by Lt. Ramsay, who goes as passenger in the same sloop